

US 29 North Corridor Advisory Committee Meeting #6

Montgomery County **RAPID TRANSIT**

US 29

East County Regional Services Center

Silver Spring, Maryland

May 18, 2016

6:30 p.m. to 9:00 p.m.



Welcome

Topics to be discussed:

- County Executive Proposal
- Draft Preliminary Purpose & Need Status
- Preliminary Station Locations
- Preliminary Service Operations Planning
- Tabletop Discussions

Note: Each topic will be followed by a question and answer session. Please hold questions and comments until the section presentation is complete.

County Executive's Proposal - Timeline

- **November 23, 2015:** CE announces need to expand transit reach as part of economic agenda - Directs MCDOT to study options in the near-term to move enhanced transit forward more quickly
- **December 2015 to February 2016:** MCDOT conducts screening for viability of quicker implementation solutions and develops recommendations
- **March 2, 2016:** CE announces BRT proposal based on MCDOT recommendations
- **April 1, 2016:** MCDOT submits TLC grant application for BRT station concepts
- **April 29, 2016:** MCDOT submits TIGER grant application for US 29 BRT

TIGER Grant Application

What is the Transportation Investment Generating Economic Recovery (TIGER) Program?

- \$500 million made available nationwide by USDOT in FY16
- Grants fund capital investments in surface transportation infrastructure with a minimum project cost of \$10 million (\$5M for rural areas)
- Highly Competitive (3-5% of requests are awarded)
- Requires a significant local match
- Notice of Funding Opportunity given February 26, 2016; Applications were due April 29, 2016; Awards Announced Fall 2016

TIGER

County Executive's March 2016 BRT Proposal

Enhance Transit to Move Forward:

- Place practical, cost-effective transit options on the ground quickly
- Continue working with State on longer term BRT solutions

Corridors in Planning/Design Stage:

- US 29
- Corridor Cities Transitway (CCT)
- MD 355
- MD 586 – Veirs Mill Road

US 29 BRT Proposal

BRT Operational within Four Years:

- Project more operational and less infrastructure heavy
- Place BRT lanes within existing right-of-way and pavement, to the extent possible, through:
 - Use of roadway shoulders as a dedicated bus lane in northern section
 - In other portions, BRT would operate in managed lanes (with HOV allowed to maximize lanes' capacity)
 - In limited sections BRT would operate in mixed traffic
 - Stations would need to be placed outside of the curbs and may require some limited additional right-of-way and pavement

US 29 BRT Proposal

- Recommending \$6.5M in Capital Budget for planning and design
- Negotiate with State to share in costs (*actual construction and vehicle costs to be determined during design stage*)
- Partner with Howard County to leverage efforts for a bi-county BRT service on this corridor

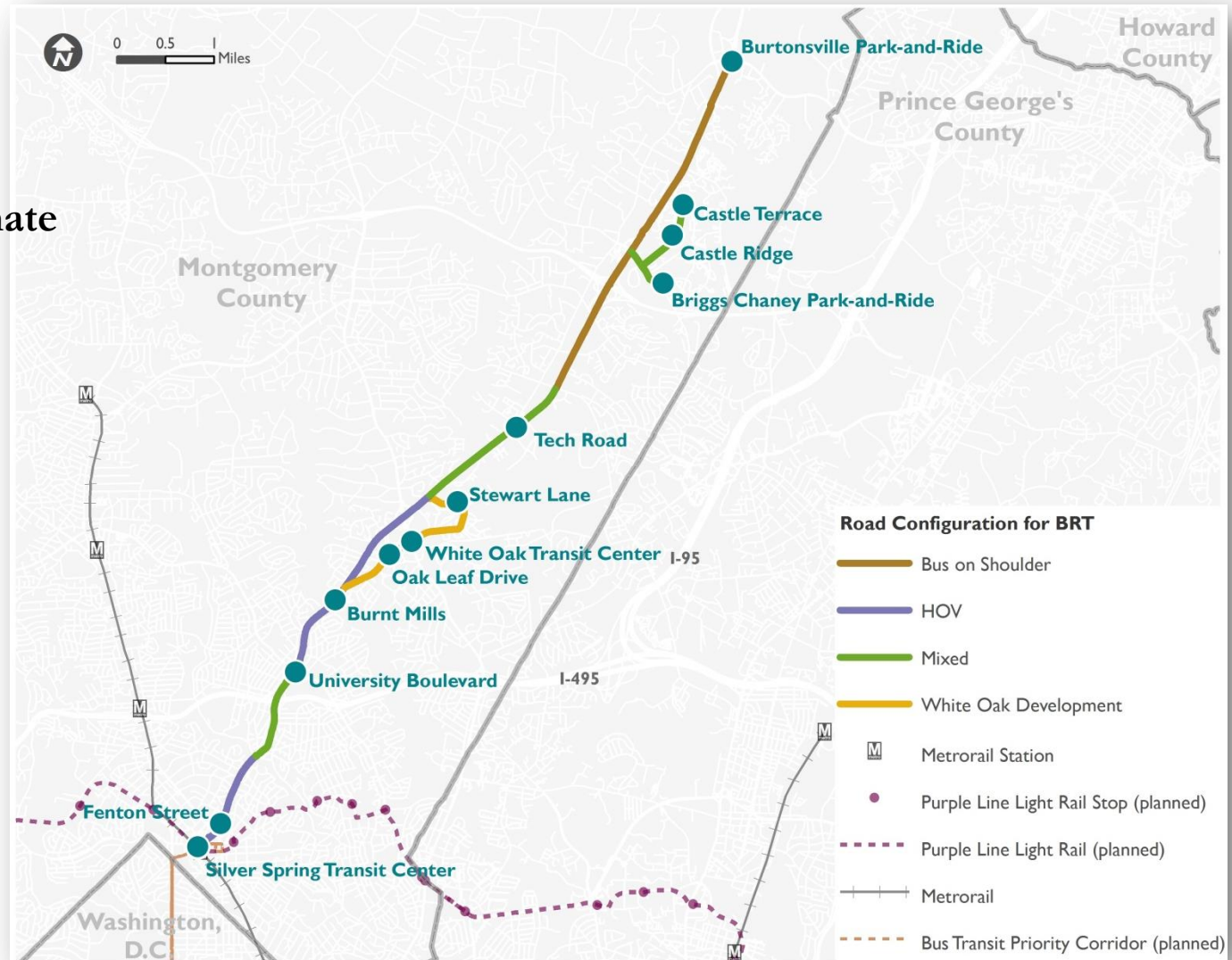


Key Features of Current US 29 BRT Proposal



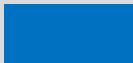
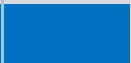









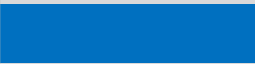
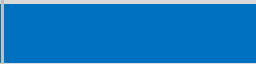
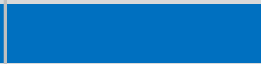
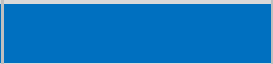
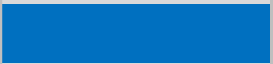





- **Roadway Modifications:** Implement within the existing right-of-way and pavement to the extent possible, except perhaps at proposed stations
- **Transit Signal Priority (TSP):** Recommended at key intersections
- **BRT Stations:** New stations in 12 locations. Level-boarding, off-board fare payment, canopies, bike parking, Bike-share, and real time travel information screens
- **Initial Ridership Estimates:**
 - Opening day: 17,000 average weekday riders
 - Year 2040: 23,000 average weekday riders

US 29 BRT Route and Stations

Map shows approximate limits for each configuration; exact limits will be determined based on more detailed study over next few months



Project Schedule

Project Timeline	2016	2017	2018	2019	2020
Planning/Preliminary Engineering					
NEPA (Categorical Exclusion)					
Council Public Hearing					
Final Design					
Bus Acquisition					
Construction					
First Full Year of Operations					
Corridor Advisory Committees					
Outreach & Education					

 = Public Open House

The County Executive's US 29 Proposal Influenced by CAC Comments:

- **Possible Impacts:** Keeps service within existing right-of-way and pavement, to the extent possible
- **Potential Costs:** Proposal is less costly than previous concepts for the corridor
- **Need for Improved Transit:** Service will start within four years
- **Allow Carpools to use BRT infrastructure:** Proposes a managed lane approach in which HOVs also can use the BRT lane

Planning Activities Over Next Year

- CACs continue to meet and provide input and feedback to County and State officials on project planning, design, and construction – next CAC meetings mid-summer and early fall
- Draft Preliminary Purpose & Need statement being refined based on CAC comments and County proposal
- Refinement of BRT alternatives
- Environmental analysis
- Project Open House and Council Public Hearing

CAC Mission Statement

(Recap from Kick-Off Meeting)

The Corridor Advisory Committees will:

- Give community participants the opportunity to provide input to all planning and design
- Provide the opportunity to discuss study assumptions and methodologies
- Fulfill County Council requirements for transparency and community involvement
- Provide the opportunity for interaction and information-sharing among impacted residents/communities, property owners of businesses/institutions, transportation agency representatives, and transportation system users
- Study and discuss potential community impacts in a comprehensive manner that supports cost-effective and context- and community- sensitive implementation outcomes
- Serve as a clearinghouse for sharing of timely and accurate information on the studies and plans in each corridor
- Share information from the CAC meetings with the community groups that you represent and share input received from them during subsequent CAC meetings
- Provide leadership and build consensus within the community to coalesce diverse interests and address stakeholder issues

Recap of CAC Role

The Corridor Advisory Committees:

- Are focused on project planning issues
- Serve as an advisory group, and similar to other County advisory groups their role is to offer comments and feedback about the project
- Provide input/feedback to the project team – consensus among the group not required

Questions?

- ✓ **County Executive Proposal**
 - ✓ **Q&A**
- Draft Preliminary Purpose & Need Status
- Preliminary Station Locations
- Preliminary Service Operations Planning
- Tabletop Discussions



Draft Preliminary Purpose & Need Status

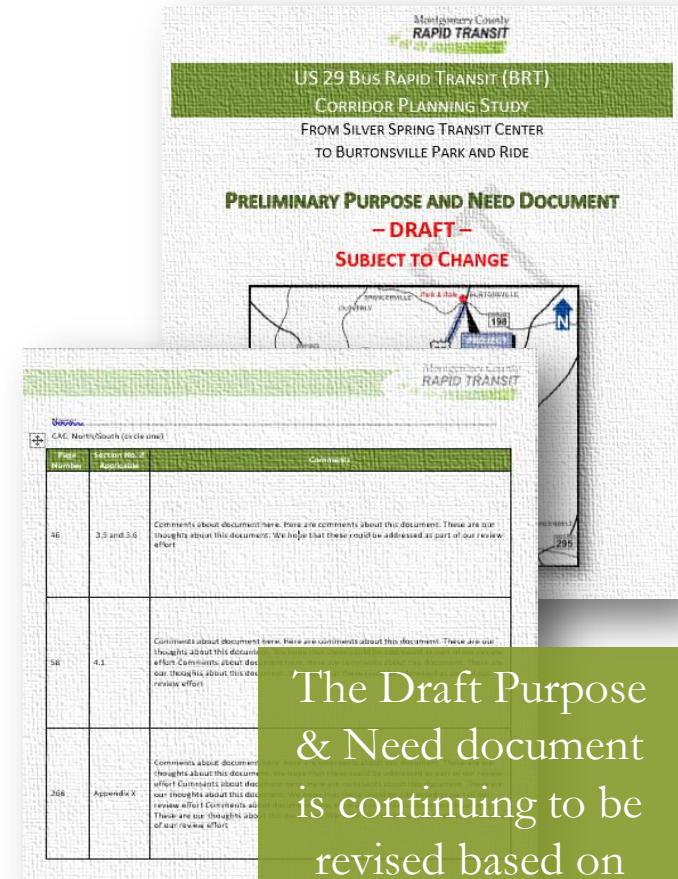
Recap of Purpose & Need CAC Open House:

- Draft document posted for review on December 21, 2015
- Approximately 30 CAC members attended CAC Open House held **February 1st** at White Oak Community Center
- Open discussion with subject matter experts on the contents of the Draft Preliminary Purpose and Need Document to assist in the development of comments
- 82 comments from 10 individuals were provided through February 12th

Draft Preliminary Purpose & Need Status

Summary of Comments Received:

- Draw more attention to the issues and needs of the corridor. Specifically:
 - Land Development
 - Environment
 - Connectivity
 - Economic Impact
 - Traffic
- More information about evaluation of alternatives needed
- Concerns Bus Rapid Transit being overly emphasized as solution



The Draft Purpose & Need document is continuing to be revised based on CAC, public, and County input

Draft Preliminary Purpose & Need

Revised Language

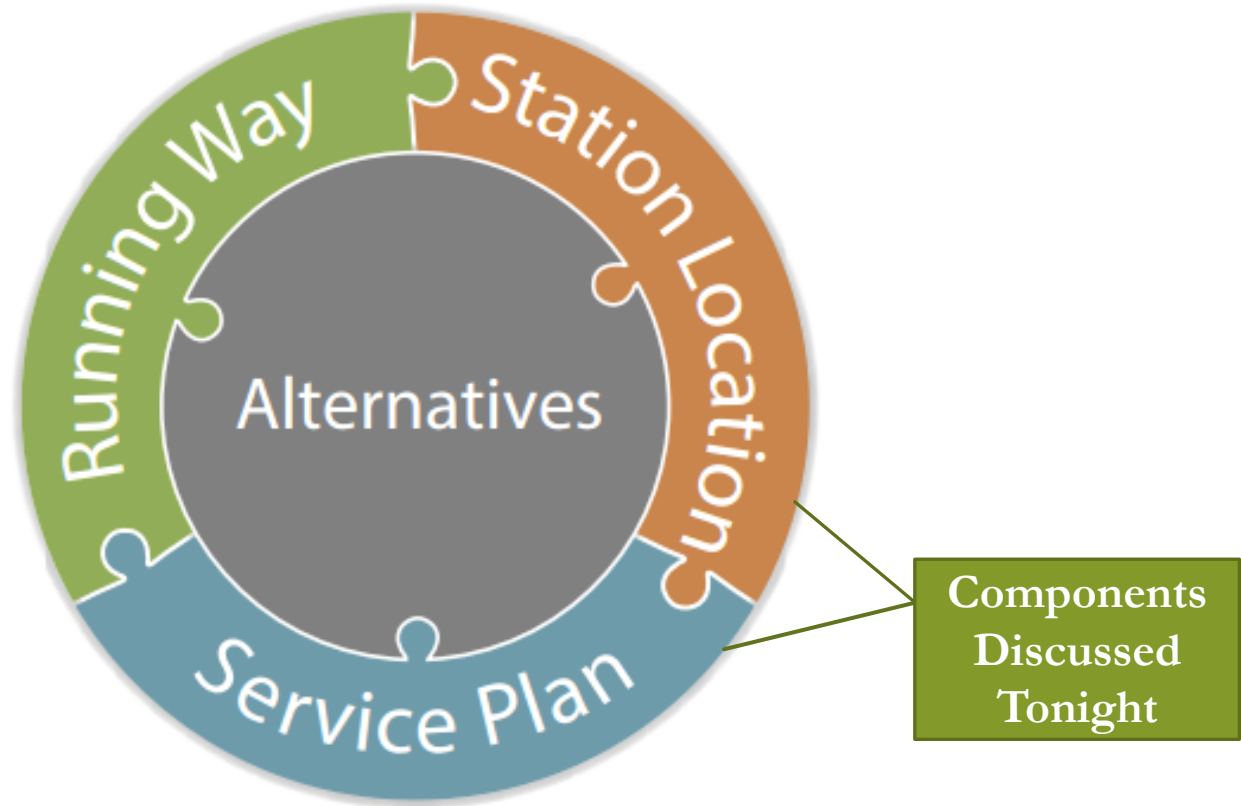
The purpose of the project is to provide a high frequency, reliable, premium transit service operating within **existing right-of-way and pavement, to the extent possible**, between the Silver Spring Transit Center and the Burtonsville Park & Ride with service commencing by 2020.

Questions?

- ✓ County Executive Proposal
- ✓ **Draft Preliminary Purpose & Need Status**
 - ✓ **Q&A**
- Preliminary Station Locations
- Preliminary Service Operations Planning
- Tabletop Discussions

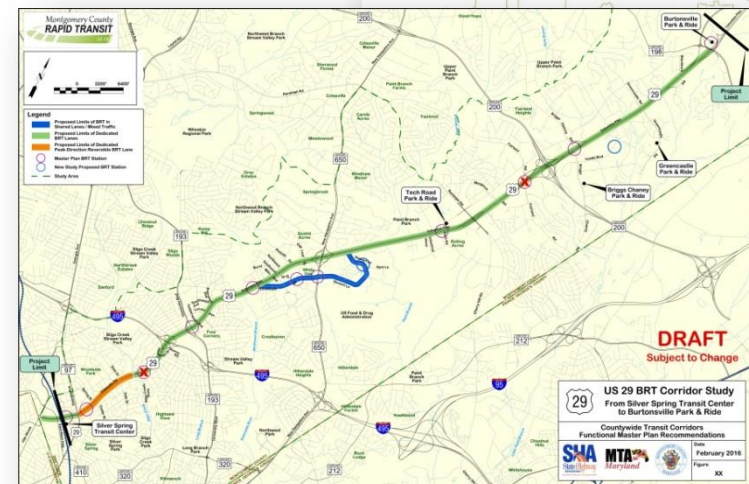
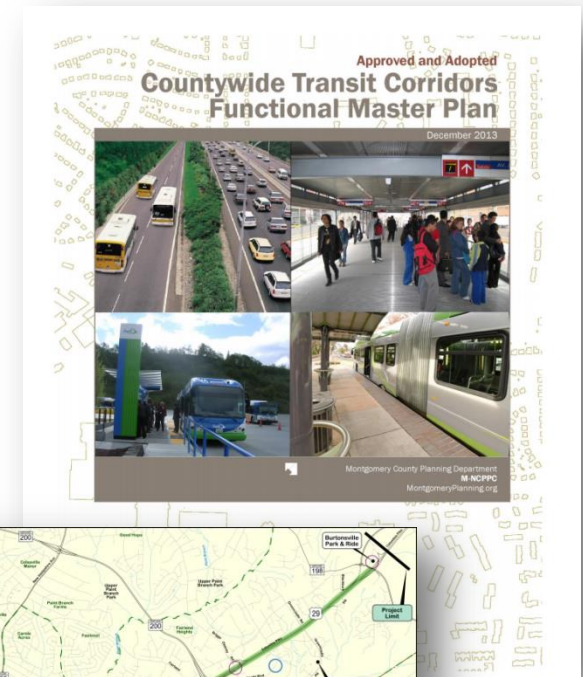


Components of an Alternative



Preliminary Station Locations

- Began with recommendations from Countywide Transit Corridors Functional Master Plan
- Study Team making adjustments based on coordination with WMATA, M-NCPPC, MCDOT and comments received from CAC Members



Preliminary Station Locations

In response to CAC member comments, and through coordination with study team members, the following changes are proposed for station locations:

- Remove the Franklin Avenue station
- Introduce station on Stewart Lane at April Lane
- Remove the Fairland Road Station
- Introduce stations on Castle Boulevard
- Introduce median station on US 29 at Briggs Chaney Road Overpass (inside lane Bus On Shoulder running way option only)

Summary of Station Location Modifications

Station Locations Modified Since the Functional Master Plan

Station Location	Proposed Modification	Reason
US 29 at Franklin Avenue	Remove	Concerns about property and environmental impacts. Comments from CAC Members.
Stewart Lane at April Lane	Propose	Location has high potential ridership. Comments from CAC Members.
US 29 at Fairland Road	Remove	Geographic spacing between proposed stations, potential ridership, access concerns.
Castle Boulevard	Propose	Location has high potential ridership. WMATA Z-line Study recommendation.
US 29 at Briggs Chaney Overpass (Median)	Propose	Location has high potential ridership. Serves environmental justice community.

Station Planning Process

Step 1: Service Area



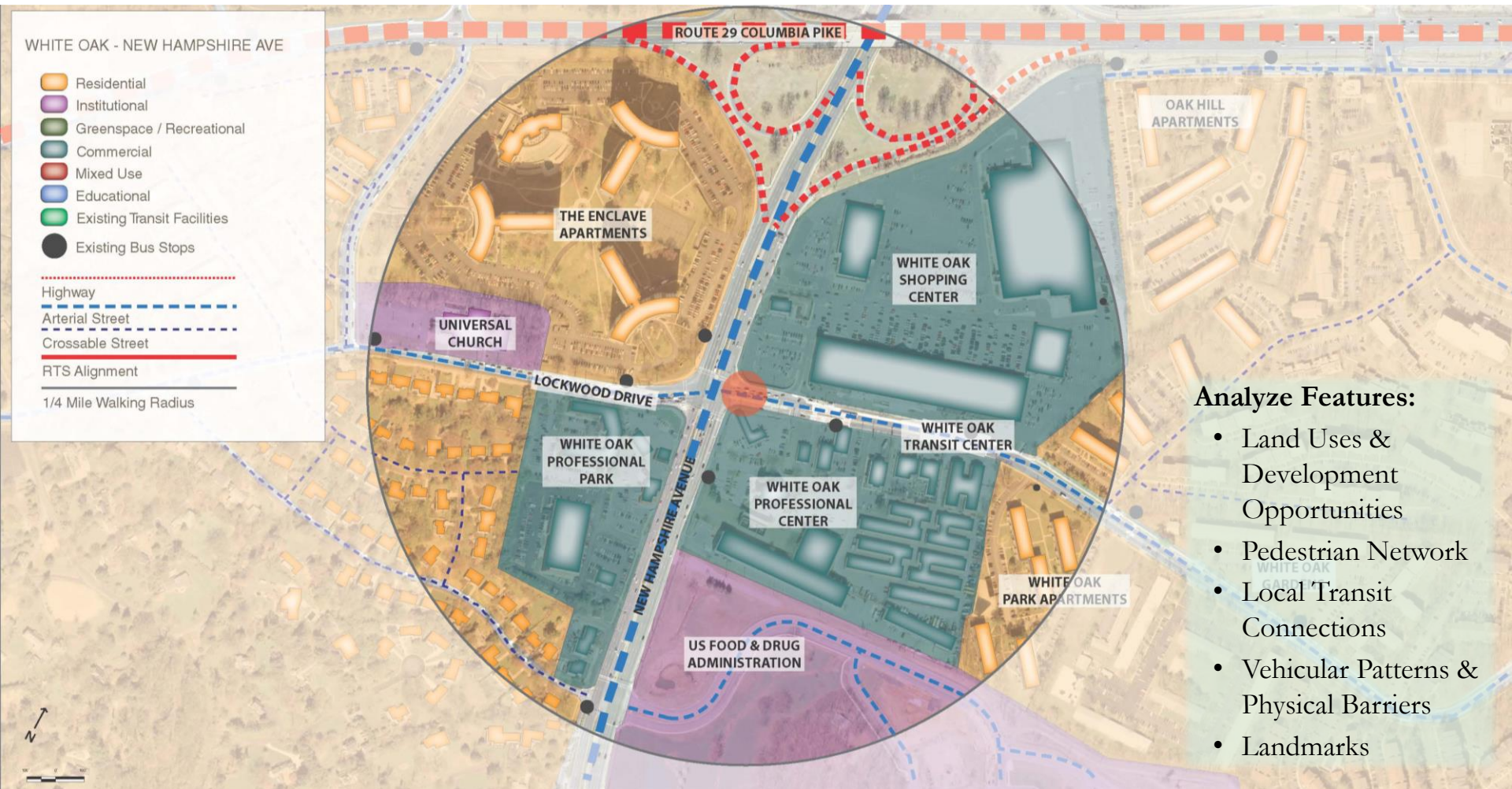
Step 2: Location Review



Step 3: Station Layout



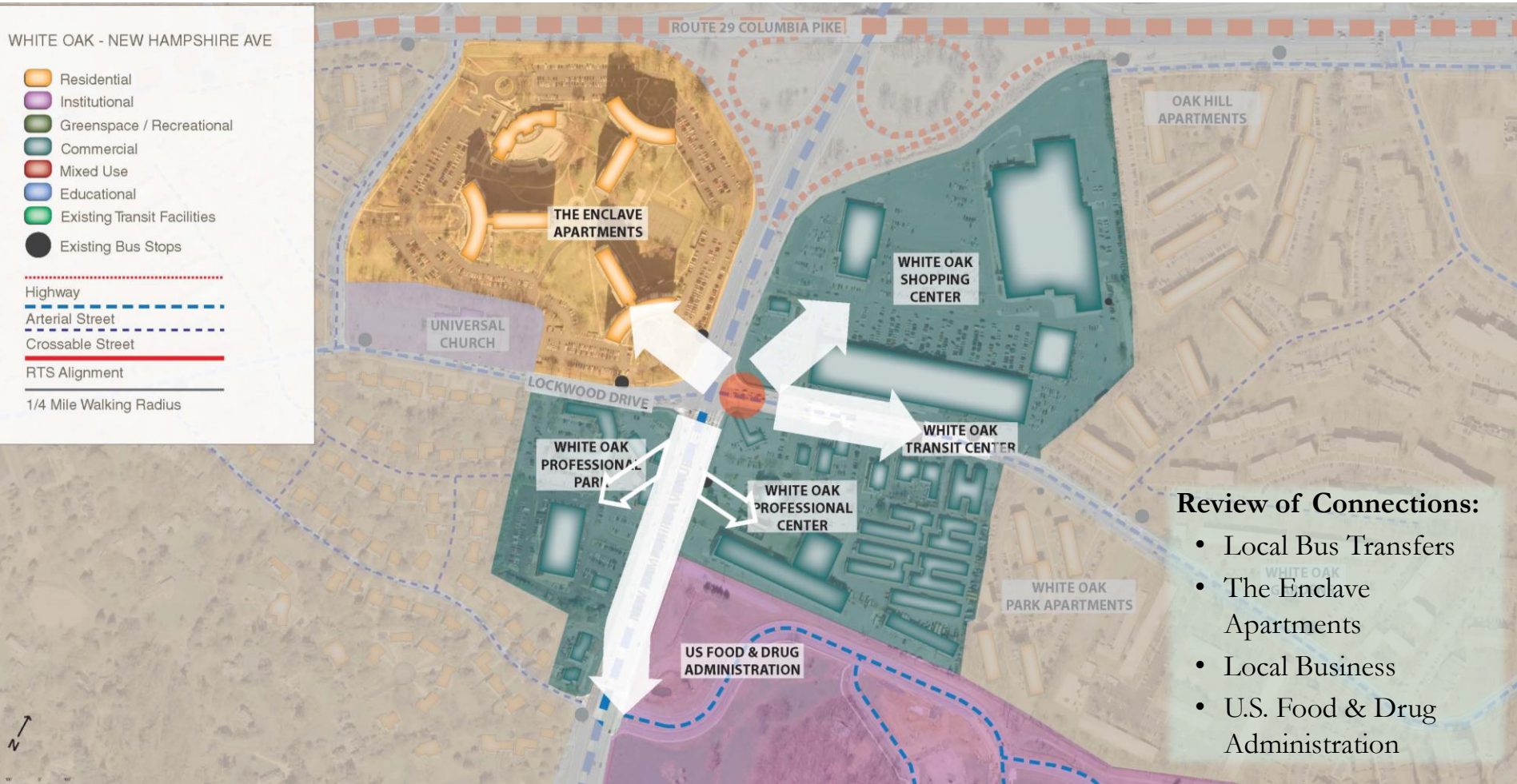
Urban Analysis – White Oak



Analyze Features:

- Land Uses & Development Opportunities
- Pedestrian Network
- Local Transit Connections
- Vehicular Patterns & Physical Barriers
- Landmarks

Connections to Major Generators



Questions?

- ✓ County Executive Proposal
- ✓ Draft Preliminary Purpose & Need Status
- ✓ **Preliminary Station Locations**
 - ✓ **Q&A**
- Preliminary Service Operations Planning
- Tabletop Discussions



Preliminary Service Planning



Bus Rapid Transit

- BRT Route Patterns
- BRT Service Frequency
- BRT Hours of Service by Day of Week



WMATA & Ride On

- WMATA Z Line: Route Patterns, Frequency
- Ride On: Routes, Frequency, Terminals



Other Services

- Metrorail Red Line
- Purple Line
- MTA Commuter Buses

Preliminary Service Planning

- Key input into the project ridership forecasting process
 - Service plan elements help determine alternative's attractiveness to potential riders
- Key component of the overall definition of each Build Alternative
- Based on existing data
- Modifications based on model results
- Impacts of other elements of Build Alternative

Preliminary Service Planning

New Service Characteristics to be Tested

BRT Route Pattern	Northern Terminal	Southern Terminal	Peak Period Frequency*	Mid-Day Frequency
Orange	Briggs Chaney Park and Ride	Silver Spring Transit Center (via Stewart Lane/Lockwood Drive)	12	No service in the mid-day
Green	Burtonsville Park and Ride	Silver Spring Transit Center	12	No service in the mid-day
Blue	Burtonsville Park and Ride	Silver Spring Transit Center (via Stewart Lane/Lockwood Drive)	No service in the peak	10

* Results in a six minute service frequency in sections of the corridor where patterns run together

Preliminary Service Planning

Proposed Local Service Changes

Route	Service Change in Build Alternative
WMATA Z11	Remove service – replaced by new BRT service
WMATA Z8	Extend peak period Z8 trips to Greencastle P&R to cover service area normally covered by Z11
WMATA Z7 (was Z9/Z29)	Remove service – replaced by new BRT service
WMATA Z6	Extend peak period Z6 trips to Burtonsville P&R to cover service area normally covered by Z7 (was Z9/Z29)
New WMATA service	Create new peak period feeder service between Burtonsville and South Laurel Park and Ride to cover removal of Z7 service
WMATA Z8	Remove WMATA Z8 peak period, peak direction supplemental trips between White Oak and Silver Spring – replaced by new BRT service.
WMATA K9	Extend K9 from current terminal at FDA campus to White Oak Transit Center in order to connect with BRT.

Preliminary Service Planning

Proposed Local Service Changes (cont'd)

Route	Service Change in Build Alternative
Ride-On 21	No changes currently proposed (this is a revised approach from previous tests where team considered terminating Route 21 south of White Oak)
Ride-On 22	No changes currently proposed (this is a revised approach from previous tests where the team considered terminating Route 22 south of White Oak)

Questions?

- ✓ County Executive Proposal
- ✓ Draft Preliminary Purpose & Need Status
- ✓ Preliminary Station Locations
- ✓ **Preliminary Service Operations Planning**
 - ✓ Q&A
- Tabletop Discussions



Tabletop Discussion

In an open house format, CAC members will have the opportunity to:

- Review and provide input on the location of the stations throughout the corridor
- Discuss the assumptions of the service plan that will be tested in more detail
- Submit feedback in writing on provided comment form

Additional Questions & Answers



Adjournment